



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

MINUTES

Rural Transportation Advisory Committee (RTAC)

August 25, 2015, 11:00 a.m.

Brian Head Town Offices
56 N. Hwy 143, Brian Head UT

MEMBERS IN ATTENDANCE:

Mr. Tom Stratton
Mr. Steve Platt
Mr. Monte Aldridge

REPRESENTING:

Brian Head Town
Iron County
Utah Dept. of Transportation

MEMBERS EXCUSED:

Mayor Connie Robinson
Mr. Shayne Scott
Mr. Stoney Shugart
Mr. Rob Dotson
Mr. Kit Wareham

REPRESENTING:

Paragonah Town
Parowan City
Kanarraville Town
Enoch City Manager
Cedar City

OTHERS IN ATTENDANCE:

Mr. Dave Demas
Mr. Reed Erickson

REPRESENTING:

Five County Assoc. of Governments
Iron County

I. Quorum Declaration

The meeting was chaired by Mr. Tom Stratton. Mr. Stratton called the meeting to order and declared that there was not a quorum present.

II. Approve Minutes for July 1, 2015

Mr. Stratton announced that since there was not a quorum present the minutes could not be approved.



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III. Modern Roundabouts Presentation

Mr. Demas presented a short Federal Highway Administration (FHWA) video entitled “Modern Roundabouts: A Safer Choice”. Mr. Stratton asked about the Brigham Road roundabout in St. George. Mr. Demas responded that, initially there were some parts of the roundabout that were not constructed. After time, as the roundabout increased in traffic volume, these modifications were made such that the roundabout functions well at this time. However, there will be a time soon when the interchange will be reconstructed to a SPUI or something else. A short discussion ensued regarding the development and reconfiguration of the roundabout. Several other St. George roundabouts were discussed and Mr. Demas noted that they have reduced the number of accidents. Mr. Demas stressed that it was critical that a roundabout be used in the right location. If used in an incorrect location, the roundabout will fail and can completely shut down traffic.

IV. RTP Update - Process

Mr. Demas reported that it was time to review the Regional Transportation Plan (RTP) again as there are a few revisions to be added. He would like the committee’s suggestions on how to proceed. He offered to e-mail the members a link to the plan and also to provide a spreadsheet for them to go through and make changes as needed. He noted that changes could also be e-mailed to him as well. Mr. Demas will review the plan as well and suggested that he we discuss at the next meeting how to proceed on proposed changes. Mr. Stratton asked if any of the key projects the committee has identified have been put on the STIP. Mr. Demas responded that quite a few have been added. He passed out a copy of the most current prioritization list. The updated list was signed and approved in June. Mr. Demas pointed out that it does include the funded and completed projects as well. He explained that as part of the RTP process, the committee will update and re-prioritize the list. As the list is updated, new projects will be prioritized (i.e. the proposed signal in Enoch). He noted that projects that were identified after the original prioritization was completed were added to the bottom of the list. Once the list has been re-prioritized and updated, it will be added to the RTP and submitted to Mr. Aldridge for the STIP process. Mr. Demas added that there are definitely some projects that are being added to the STIP, especially the interchange projects that came from the Alton Coal Mine Study. Mr. Demas mentioned that another item that will need to be added to the Priority List is the Westview Drive project. He offered to meet with Mr. Platt and Mr. Wareham to discuss and determine how to proceed with the project; and possibly discuss with Commissioner Miller. Mr. Demas assured the committee that the input the committee provides is being taken very seriously by the UDOT STIP



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Committee. He attends the STIP meetings and they ask questions every meeting on what the priorities are and the status of our projects.

Mr. Stratton mentioned that he had experienced a very interesting funding situation on the Highway 143 project. When the road failed it was determined to the road could just be watched and wait for possibly 1-2 years for the work to be completed. At the beginning of July he received a phone call that the project would be completed at the end of August. A week later, he received other calls informing him that they had a week to get the road paved because UDOT would start the overlay in 2 weeks. He was quite surprised that the time line for the project went from 2 years to approximately 2 weeks so quickly and felt that political influence may have been the reason. Mr. Aldridge explained that, although political influence may have played a small part, the work on Highway 143 had already been scheduled long before the road failed. The project had been on the list for some time but because of the continuing resolution, MAP 21 was only partially funded through May 31st. UDOT was only able to fund 70% of their projects. They made the decision to design a number of projects and put them on hold until additional funding for the remaining 30% of projects was released. The Highway 143 project was one of those projects. The additional funding was not released until mid to late June.

Mr. Stratton explained that they were very pleased that the road was completed so quickly but to complete 900 feet of road, including digging up 2 feet of material and putting 18 inches back down, in such a short time frame did create a burden for them. Mr. Aldridge expressed his concern that Brian Head was put in that position. He would like to research further to find out how that happened. He noted that UDOT is consciences of providing ample notice. Unfortunately, there are times when there is a breakdown in communication.

V. UDOT Update

A. Current STIP status

Mr. Aldridge provided a handout of the list of projects that are on the draft copy of the STIP list this year. He briefly reviewed each of the projects on the list. A short discussion ensued regarding the easements for trails in Brian Head.

Mr. Aldridge reported that the draft STIP has been approved by the Commission and is now out for public comment. After the public comment period ends, it will be sent to the Federal Highway Administration (FHWA) to accept. Once accepted it will move to an approved status. In August the commissioners will provide their



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final recommendations and Mr. Aldridge expects approval from Mr. Naghi Zeenati, Commissioner for Region 4.

Mr. Aldridge explained that all of the projects on the STIP compete statewide; funding allocations are not broken out by region. He noted that the last STIP cycle was the largest ever - \$1.6 billion; of that amount \$20 million was allocated to Region 4. It is believed that some of the very large projects in the state (i.e. Western Corridor, U.S. 89, Point of the Mountain), may have higher estimates than the actual cost to complete. Hopefully, this will allow them to move funding to allow other projects to be funded. Mr. Demas remarked that is exactly why we should be prepared by having projects on the list and eligible so they will be ready if funding becomes available.

B. Upcoming STIP process and schedule

Mr. Demas stated that with the STIP process starting again, the committee will need to make sure there are no big updates in the RTP and then begin the prioritization process again. The plan can be provided as late as February but he would prefer to have it completed sooner to allow for opportunities for discussion. UDOT has the current RTP in their Iron County RPO folder, but it can be replaced with an updated copy. Mr. Stratton noted that there are 2 projects that could be added for Brian Head - sidewalks and storm drains on SR-143. He added that it may even be possible to combine them into just 1 project. Mr. Platt asked if the projects that make the STIP are scheduled for 2019. Mr. Aldridge responded that the chance of anything being removed from this STIP list is very low and that the majority of the projects are scheduled for 2019 or sooner.

VI. Westview Drive Concept Report Status

Mr. Platt reported that he has not had time to work on the concept report and he believes that Mr. Wareham has not had time either. Mr. Demas asked if there was any help that he could provide. Mr. Platt replied that he would like to first discuss the project with Commissioner Miller to get clarification on the work needing to be completed.

VII. Update – Belt Route Alignment

Mr. Erickson explained that the committee will need to determine what the next step would be after their last discussion. The tasks that were identified should be prioritized before going to the county commission. Once the commission has been approached with those priorities, the committee can determine if requests for



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funding from the Corridor Preservation Fund should be made and whether or not consultants would be hired to help with some of the planning.

Mr. Demas reported that he discussed an update on the CUBE Model with Mr. Walt Steinvorth at UDOT. We were able to obtain the latest model information. After comparing the new model to the old model and looking at the traffic analysis zones (TAZ's), it was determined that the zones in the Cedar area have really improved. He passed out a map identifying the zones. He noted that the improvement of the network of zones in Cedar City will reduce the cost to modify and model the belt route corridor. He received an estimated cost from Mr. Mike Heaps from Horrocks Engineers - on the traffic side an estimate of \$5,000 - \$10,000 to develop some future forecasts on the proposed beltway. The estimate is assuming that the socio-economic (SE) data does not need a lot of work to be updated. Mr. Demas believes that the data could already be updated. This information gives the county a rough estimate to approach the commission for funding.

Mr. Demas also reported that he had investigated the potential of a corridor study to focus on alignments from a construction cost perspective in order to determine the best alignment. Data is gathered and entered into a computer model that analyzes the cuts and fills and determines an optimized alignment based on construction costs only. It does not include environmental or easements issues. Mr. Demas explained the details of how the corridor study would be conducted. The completed study would provide maps and a computer simulation model.

Mr. Demas noted that due to the length of the proposed belt route (approximately 17 miles), the estimate from Horrocks Engineers for the study would be \$35 – \$50,000. He noted that the cost of the study could be reduced if the study was only conducted on a portion of the route; perhaps where the majority of the work is needed in the areas with the most difficult topography. If needed, Horrocks Engineers could meet with the county and provide a presentation. Mr. Demas feels that Horrocks would be a good company to work with, as they are familiar with the area and have done a lot of work in St. George.

Mr. Platt asked for clarification regarding the traffic zone map. Mr. Demas provided detailed information on how the zones are used for future traffic projections for planning purposes. The future projections would help to determine the potential traffic on the proposed belt route. A short discussion ensued regarding the traffic analysis zones.



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Mr. Erickson thanked Mr. Demas for providing the estimates from Horrocks Engineers and noted that the information will be very helpful to take to the commission. Mr. Demas added that he has also requested a cost estimate to develop a separate model for the Iron County area. Currently, the Iron County data is part of the state wide model and it requires 10-12 hours to run the entire model. He is investigating what would be required to create a separate model that could be run independently. It would be significantly shorter time frame to run a separate model. Mr. Demas noted that if a presentation by Horrocks Engineers is needed, he would be happy to coordinate.

Mr. Platt inquired as to the current requirements to use the Corridor Preservation Funds; specifically regarding acquisition of right-of-way. A lengthy discussion took place regarding how the funds have been accessed in the past and how they have been accessed in Washington County.

Mr. Demas suggested that Mr. Platt discuss the issue with Mr. Todd Edwards, County Engineer in Washington County. Mr. Edwards has been involved in the process in Washington County and could explain how they have been doing it. Mr. Demas provided Mr. Edwards phone number and e-mail address. Mr. Aldridge also suggested using the search function on the UDOT website using 'Corridor Preservation Fund' as the search parameter. He noted that Mr. Platt could also contact Mr. Walt Steinworth at UDOT if additional information is needed.

VIII. Other Discussion Items

A. Next meeting will be held on October 7, 2015 in Parowan.

IX. Adjourn

A motion was made by Mr. Steve Platt, seconded by Mr. Tom Stratton, to adjourn the meeting.

MOTION PASSED UNANIMOUSLY